5: Davies G-5 (1894-1900) 1909 AF16 Southwest China AF16

788 bees' nests bred of experience in Indian jungles, I was looking round to see where it came from. The noise got nearer and nearer, when six men suddenly appeared round the corner of a zigzag. It was not till I actually saw them that it dawned on me that the noise I had taken for the humming of bees proceeded really from human thro ts reciting prayers in a monotonous mumble. The deception was most perfect. Neither myself nor the Chinamen with me doubted when we first heard the noise that it was a 788 swarm of bees or hornets. The men belonged to the Mo-so tribe and were on a pilgrimage to a temple in the Chien-563 ch'ang valley. This is a race of men I have seen very little of. They appear roughly speaking to inhabit the country north of Li-chiang Fu, and from there westwards towards Wei-hsi and northwards nearly to A-tun-tzŭ. Most, if not all, of them have adopted Tibetan Buddhism. Captain Ryder came across them in the town of Yung-ning (lat. 27° 45′, long. 100° 40′), where they constitute the bulk of the population. By the evidence of their language they are closely connected with the Hsi-fan and Lo-lo races.

The men we met would stop their chaunt for a moment to answer a question, but would begin again at once afterwards. We were evidently getting near a country under Tibetan influence. What Chinaman would think of reciting prayers as he went along the road?

563 The Mo-sos were not the only new race I was to see on this march, for soon afterwards we met some Hsi-fans, •[263] carrying loads of a sort of spice called *hua-chiao*, which they grow extensively about here. Just after they had 201 passed us, the last of them, an elderly man, gave vent to his feelings in a loud noise in a high tone of voice, more like a shriek of forced laughter than anything else. I thought at first he was amused at something, possibly at my personal appearance. The Chinese guide said it was their way of singing—a somewhat vague explanation. It was a noise I often heard afterwards among Tibetans, and is simply a means of calling to each other when distance makes a loud yell necessary to attract attention. It sounds a most extraordinary noise at first, but one soon gets accustomed to 000 it in Tibet. One of my Gurkha sepoys told me the people

5: Davies G-5 (1894-1900) 1909 AF16 Southwest China AF16

As usual, we soon became the best of friends with the people whose house we had so unceremoniously broken into. We were given a large room and regaled with buttered tea which we found excellent after our cold march. The combination of the hot tea and the caloric-producing butter is just the thing for a cold climate. After all there is nothing more incongruous in putting butter in tea than there is in putting milk in it.

The house was a very large one and the only obstacle to our comfort was the horrible smell of an enormous cauldron of the coarsest kind of turnip which the people of the house were cooking as a delicacy for their dinner.

Our next march lay along a pleasant grassy valley full of flocks of sheep. Passing K'on tzŭ-k'a[1] we crossed a little pass from which the Yangtze was visible, and descended a narrow valley to Te-ga-ting. The weather was bright and fine again and we saw a good deal of game, including some Stone's Pheasants (*Phasianus elegans*), and two woodcock, at one of which I made a disgraceful miss.

Continuing down the same valley the next morning we reached the Yangtze and followed up the bank of that river to the Chu-pa-lung[2] ferry where we crossed to its left bank. The Yangtze is here from 100 to 150 yards wide, running with a strong current through very barren hills. The ferry-boat is a fine one and will take 15 mules across at once. The Tibetan name of the Yangtze is Dre Ch'u according to Rockhill. As pronounced locally it sounded to me like Nri Ch'ŏ or Ndri Ch'ŏ. The Mekong they call Da Ch'ŏ, and the Salween Chiama Ngŏ Ch'ŏ. The elevation of Chu-pa-lung is only 9000 feet, and the shade temperature rose as high as 70°.

On the 8th May we reached Ba-t'ang. The distance from Chu-pa-lung is nearly 20 miles but the road is an easy one. The Ba-t'ang plain was the biggest I had seen since leaving Chung-tien a month before. It measures about two miles by one mile, and was beautifully green with crops of wheat and barley.

The town has some 200 houses, most of them of a good

[1] Rockhill's K'on-djin-k'a.
[2] Dru-ba-nang in Tibetan according to Rockhill.

5: Davies G-5 (1894-1900) 1909 AF16 Southwest China AF16

439
263

Salt is at present imported into north-eastern Yün-nan from Tzŭ-liu-ching in Ssŭ-ch'uan.

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Finally there are many things which are almost necessaries of life in Europe that the Chinese would readily buy if increased trade gave them some surplus money with which to purchase them. The Chinaman is very willing to adopt new ideas, and to buy things that are new to him if he sees they are useful.

The late Mr G. Littor in a consular report on Yün-nan, gave the following as articles likely to have an extended market:—"Cheap clocks and watches, mirrors, enamelled ironware, cheap ribbons and laces for trimmings, pocket knives, padlocks, umbrellas, leather belts, cigarettes, jade, coral, and amber." To these I would add lamps, kerosene oil, candles, glasses, fans, musical boxes, tinned milk, sugar, biscuits, and other groceries. It should be remembered also that the introduction of railways will lead to the opening up of mines, and consequently to a considerable import of mining machinery.

Goods carried within the province. Nearly every product of Yün-nan would be carried by the railway from one place to another within the province, for there is naturally much produce taken from country districts to Yün-nan Fu and other towns. Considerable quantities of rice would be carried in this way, and there must be a large trade in such articles as tea, sugar, salt, and tobacco, which are only produced in certain localities, though they are almost necessities of life everywhere. Firewood too should be carried in large quantities from the more wooded districts to the towns and to places where fuel is scarce.

With the mines well worked there would be a great demand for carriage not only of metals but of coal and other fuel.

Passenger traffic. The prospects of passenger traffic in Yün-nan would I think be good. The Chinaman is an enterprising man who does not hesitate to travel long distances for trade purposes, or to emigrate altogether to another part of the country if he thinks he can benefit himself by doing so.

As it is, the Chinese are quite accustomed to making journeys for business or pleasure, and there will be much

TABLE 7

SUGAR PRODUCTION IN SZECHUAN (1936)

249
433
263

Name of District	Total Production (In Piculs)	Per Cent of Total
Nei-Chiang	625,000	24.6
Tzu-Chung	625,000	24.6
Chien-Yang	225,000	8.8
Fu-Shun	200,000	7.9
Tzu-Yang	175,000	6.9
Chu-Hsien	100,000	3.9
I-Ping	70,000	2.9
Ching-Tang	60,000	2.3
Nan-Hsi	50,000	1.9
Te-Yang	50,000	1.9
Wei-Yuan	48,900	1.9
Lung-Chang	37,500	1.4
Kuang-Han	30,000	1.1
Jen-Shou	27,225	1.0
Kuang-An	25,000	.9
Tsung-Nai	25,000	.9
Chien-Wei	24,250	.9
	15,000	.5
Mei-Shan	10,000	.3
Sui-Ning	10,000	.3
Shih-Fang	10,000	.3
Sin-Tsing	8,000	.3
Ching-Fu	7,900	.3
Lu-Hsien	7,500	.2
Chi-Hsien	7,500	.2
Yung-Hsien	6,500	.2
Chiang-An	5,000	.1
Kai-Hsien	5,000	.1
Kao-Hsien	3,000	.1
Nou-Hsi	3,000	.1
Ho-Chuan	3,000	.1
Wan-Hsien	3,000	.1
Chiang-Tsin	2,800	.1
Ping-Shan	2,500	.09
Chang-Ning	2,500	.09
Ching-Shen	2,400	.09
Wu-Sheng	2,375	.09
Lo-Chiang	1,875	.09
Peng-Shan	1,795	.06
Lei-Po	1,650	.06
Tung-Nan	1,547	.06
Ho-Chiang	1,500	.06
Mien-Chu	1,400	.05
Yo-Chi	1,250	.04
Tung-Liang	1,000	.03
Total	2,526,867	100.00

7: Hu K-5 (1934-) 1946 AF16 Southwest China AF16

TABLE 14

PRODUCTION OF SALT IN SZECHUAN (1936)

317
263

Name of District	Total Production (In Piculs)	Per Cent of Total Production
Pu-Sun-Yung-Chang.....	3,674,365	51.2
Chien-Wei.....	684,534	9.5
Lo-Shan.....	464,508	6.4
Yun-Yang.....	408,367	5.6
Nan-Pu-Nan-Chung.....	248,130	3.4
Shei-Hung-Peng-Hsi.....	218,050	3.0
San-Tai.....	211,124	2.9
Peng-Hsi.....	206,252	2.8
Lo-Chi.....	181,389	2.5
Shei-Hung.....	134,690	1.8
Sui-Ning.....	133,039	1.8
Ching-Yen.....	119,349	1.6
Mien-Yang.....	108,815	1.5
Si-Chung.....	64,814	.9
Yen-Ting.....	55,118	.7
Chien-Yang.....	55,051	.7
Feng-Chieh.....	51,313	.7
Tzu-Chung.....	43,035	.5
Kai-Hsien.....	39,775	.5
Peng-Shui.....	32,675	.4
Chung-Chiang.....	27,553	.3
Chung-Hsien.....	8,827	.1
Ta-Cho.....	3,799	.05
Total.....	7,174,572	100.00